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Thus, according to the invention, a first lock arrangement is formed by the plate stacks 8, 9, 12, 13, the adjustment washers 21, 26 and the cam lock 49. This lock arrangement is used for the adjusting function of the invention, where the driver of the vehicle is able to set the steering wheel to a desired position. The cam lock 49 is used here to lock the plate stacks 8, 9, 12, 13 in relation to each other. This means that the locking spindle 16 is locked in relation to the articulation spindle 5. A second lock arrangement is also formed by the tilting spindle 20, the adjustment washers 21, 26 and the tilting washers 36, 40, by means of which the tilting function can be activated, where a steering wheel position which has been set and locked using the adjusting function is also maintained while the tilting function is activated.

The invention is not limited to the embodiment described above, but can be varied within the scope of the attached claims. For example, the bracket parts 31, 32 can be designed with beveled or sunken grooves in order to clearly define the upper end position and the lower end position for the tilting function. Moreover, the plate stacks 8, 9, 12, 13, the locking spindle 16 and the tilting spindle 20 may exemplarily vary in design and dimension, depending on the application. Similarly, types of locks other than the cam lock 49 described above can be used for locking the plates. Still further, the invention can be used on various types of vehicles, for example passenger cars, lorries, buses and the like.

What is claimed is:

1. An arrangement for an adjustable steering mechanism in a vehicle, comprising a steering wheel which is fixed to an inner steering wheel shaft which in turn is arranged to be adjustable as regards height and depth, a first lock arrangement intended to fix the inner steering wheel shaft in a chosen position as regards height and depth, and a second lock arrangement intended to set the steering wheel in at least two distinct vertical positions independently of any locking of the first lock arrangement, the first lock arrangement is supported on a locking spindle extending essentially transverse to the longitudinal direction of the inner steering wheel shaft and connected to the inner steering wheel shaft, and the second lock arrangement comprises a rotatable tilting spindle extending coaxially through the locking spindle.

2. The arrangement according to claim 1, wherein the inner steering wheel shaft is suspended displaceably in an outer steering wheel-shaft, through which the locking spindle is arranged.

3. The arrangement according to claim 1, wherein the first lock arrangement comprises at least one set of plates which are supported on the locking spindle and which are intended to be pressed together for locking the position of the inner steering wheel shaft.

4. The arrangement according to claim 3, further comprising a mechanically actuated cam lock which is arranged coaxially about the locking spindle for pressing together and locking the plates.

5. The arrangement according to claim 1, wherein the locking spindle is arranged to extend through two bracket parts which are arranged on both sides of the inner steering wheel shaft and fixed to the vehicle.

6. The arrangement according to claim 5, wherein each bracket part comprises an elongate groove intended to permit displacement of the inner steering wheel shaft in essentially the vertical direction.

7. The arrangement according to claim 5, wherein the second lock arrangement comprises at least one rotatable tilting washer which is supported by the tilting spindle and which is intended to be fixed in two distinct positions in the bracket parts.

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8. The arrangement according to claim 7, wherein the tilting washer is locked by cooperation with an adjustment washer, at least one of parts the bracket being locked between the tilting washer and the adjustment washer.

9. An adjustable steering arrangement for a driver of a vehicle, the arrangement comprising:

an inner steering wheel shaft adapted to be connected to a steering wheel, the inner steering wheel shaft being arranged to be vertically adjustable and telescopically adjustable with respect to distance from the driver;

a first lock arrangement configured to fix the inner steering wheel shaft in a chosen position with respect to vertical and distance from the driver;

a second lock arrangement configured to fix the steering wheel in at least two distinct vertical positions independent of any locking of the first lock arrangement;

the first lock arrangement being supported on a locking spindle extending transversely to a longitudinal direction of the inner steering wheel shaft and being connected to the inner steering wheel shaft; and

the second lock arrangement comprises a rotatable tilting spindle extending coaxially through the locking spindle.

10. The adjustable steering arrangement according to claim 9, further comprising:

the inner steering wheel shaft being moveably suspended in an outer steering wheel-shaft through which the locking spindle is arranged.

11. The adjustable steering arrangement according to claim 9, further comprising:

the first lock arrangement having at least one set of plates supported on the locking spindle and which are configured to be pressed together to lock the position of the inner steering wheel shaft.

12. The adjustable steering arrangement according to claim 11, further comprising:

a mechanically actuated cam lock arranged coaxially about the locking spindle and configured to press together and lock the plates.

13. The adjustable steering arrangement according to claim 9, further comprising:

the locking spindle extending through two bracket parts arranged on both sides of the inner steering wheel shaft and fixed to the vehicle.

14. The adjustable steering arrangement according to claim 13, further comprising:

each bracket part having an elongate groove configured to permit displacement of the inner steering wheel shaft in the vertical direction.

15. The adjustable steering arrangement according to claim 13, further comprising:

the second lock arrangement having at least one rotatable tilting washer supported by the tilting spindle and which is configured to be fixed in two distinct positions in the bracket parts.

16. The adjustable steering arrangement according to claim 15, further comprising:

the tilting washer being locked by cooperation with an adjustment washer; and

at least one of the bracket parts being locked between the tilting washer and the adjustment washer.

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